(ग) और (घ) राष्ट्रीय राजधानी क्षेत्र दिल्ली की सरकार को विभिन्न गंतव्य स्थलों से रेड लाइन बसें शुरू करने के लिए जनता से कुछ अनुरोध प्राप्त हुए हैं। ये सुझाव मैसर्स राइट्स को भेज दिए गए हैं जिसे दिल्ली में बस रूटों को युक्तिसंगत बनाए जाने संबंधी अध्ययन कार्य सौंपा गया है। अतिरिक्त रेड लाइन बसों का शुरू किया जाना अध्ययन-रिपोर्ट के नतीजों पर निर्भर करेगा।

कानपुर को जोड़ने वाले राष्ट्रीय राजमार्ग का विकास

1271. **चौधरी हरमोहन सिंह** : क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सच है कि कानपुर को जोड़ने वाला राष्ट्रीय राजमार्ग कई स्थानों पर खराब हालत में है;

(ख) यदि हां, तो इस संबंध में ब्यौरा क्या है;

(ग) गत तीन वर्षों में इन राष्ट्रीय राजमार्गों की मरम्मत पर कितनी धनराशि खर्च की गई है; और

(घ) पिछले तीन वर्षों के दौरान इन राष्ट्रीय राजमार्गों पर किए गए मरम्मत कार्यों का ब्यौरा क्या है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) और (ख) जी नहीं। कानपुर को जोड़ने वाले दो राष्ट्रीय राजमार्गों अर्थात् रा०रा०-2 और रा०रा० 25 की निधियों की उपलब्धता के अधीन यातायात योग्य स्थिति में रखा जा रहा है।

(ग) और (घ) निधियां राष्ट्रीय राजमार्ग वार आबंटित नहीं की जाती बल्कि राज्य के सभी राष्ट्रीय राजमार्गों के लिए आबंटित की जाती हैं। पिछले तीन वर्षों के दौरान उत्तर प्रदेश राज्य को राष्ट्रीय राजमार्गों के लिए आबंटित निधियां तथा उनके रख-रखाव तथा मरम्मत पर किया गया व्यय नीचे दर्शाया गया है :—

वर्ष	आबंटन	व्यय
	(लाख रु०)	
1990-91	1108.51	1142.80
1991-92	1312.05	1366.62
1992-93	1394.96	1169.71

(जनवरी, 93 तक)

Proposal to Restructure Hindustan Shipyard

1272. **SHRI KAMAL MORARKA**: Will the Minister of SURFACE-TRANSPORT be pleased to state;

(a) whether it is a fact that a proposal to restructure or rehabilitate Hindustan Shipyard is still under Government's consideration;

(b) if so, since when the proposal is under consideration;

(c) the reasons for delay; and

(d) by when a decision is likely to be taken ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) and (c) For revival of Hindustan Shipyard Limited the following three major steps are under consideration:—

(i) *Capital restructuring* : The proposal regarding capital restructuring of HSL has been considered from time to time. For formulating a comprehensive proposal in this regard, State Bank of India Capital Markets was engaged. They submitted their Report in March, 1992. The recommendations of SBI Capital Markets did not take into account the various liberalisation measures taken by the Government

and changes in the economic policies announced since March, 92 which had a direct impact on the capital restructuring proposal. Hence, the whole exercise had to be redone.

(ii) *Sale of* 3 *Bulk Carriers* : A proposal to permit HSL to sell by open tender the 3 bulk carriers ordered by shipping Corporation of India, originated in February, 1991. After detailed inter-ministerial consideration, approval of the Government was conveyed in May, 1992. The response received to the tender issued by HSL were conditional on the grant of loan on soft terms. The implications had to be considered in depth and the financial commitment, particularly in view of the budgetary constraints had to be considered carefully.

(iii) *Revival Package for Indian Shipyards* : On the basis of High Level Committee's report submitted in April, 87 in case of HSL and in March, 88 in the case of Cochin Shipyard Limited, it was decided to formulate a proposal for revial of Indian Shipyards including HSL. Frequent changes in the Government during 1989-91 and the drastic changes brought about in the industrial and economic policies of the Government had a direct impact on the proposal under consideration, resulted in repeated modifications to the proposal.

(d) A decision on capital restructuring and the sale of 3 bulk carriers at the revised price is expected to be taken within one year. It is not possible to indicate the time by when a decision on the revival package for Indian Yards may be available as the issues involved require substantial financial commitment on the part of the Government.

Villages connected with all Weather Roads

1273. SHRI SURESH PACHOURI: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) number of villages (state-wise) not connected with all-weather roads till the end of March, 1993;

(b) what was the target fixed and achievements made in the Seventh Plan, 1990-91 and 1991-92;

(c) whether Government propose to implement a crash programme to link all villages with all-weather roads by the end of the Eighth Plan; and

(d) if so, details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (d) Under the Constitution, the Central Government are primarily concerned with the roads declared as National Highways only. For all other roads, including village roads, the primary responsibility for their construction/development is that of the State Governments concerned.

STATEMENT BY MINISTER

12.00 NOON

Correcting the reply given in the Rajya Sabha on 31st March, 1993 to Unstarred Question 4164 regarding burns wards in hospitals in Delhi

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI PABAN SINGH GHATOWAR) : Sir, I beg to lay on the Table a statement (in English and Hindi) correcting the reply given in the Rajya Sabha on the 31st March, 1993 to Unstarred Question 4164 re-